

West Don Lands (“WDL”)

Corktown Common

The dry side of Corktown Common will now remain open for the winter months instead of closing in October as previously reported. Construction of the wet side continues and once completed, the park (wet and dry side) will be turned over to the City for operation.

The public and media response to the park continues to be outstanding. In September a grass-roots community initiative resulted in “Friends of Corktown Common” being established to “...preserve and promote the green space, and recreational and cultural activities of Corktown Common...” The group held its kick-off meeting on Saturday, October 5, 2013 drawing a large crowd. Waterfront Toronto attended and has advised the group on how best to work with Toronto Parks. They launched a website - www.friendsofcorktowncommon.ca – which has information on the initiative and how the public can participate.

Urban Capital

Urban Capital’s Phase 2 construction is progressing well with occupancy targeted for early 2015. Current sales figures show 85% sold. Urban Capital has presented their schematic designs for Phase 3 to the Design Review Panel. The proposed design includes a tower that is approximately six storeys taller and with a smaller floorplate than what was contemplated in the West Don Lands Block Plan. The Design Review Panel provided support for the project to proceed to the next phase of design. Waterfront Toronto will work with Urban Capital to further review the proposal, including any associated applications for municipal development approvals.

Stormwater Quality Facility

The Environmental Assessment (“EA”) Addenda for stormwater servicing in WDL [including the Ballasted Flocculation Facility (“BFF”) located at 480 Lakeshore] has been approved by the Ministry of the Environment (“MOE”) and has been posted on the Environmental Bill of Records for 30 days with no appeals. This will allow for completion of the stormwater quality facility for WDL.

Toronto and Community Housing (“TCH”)

TCH’s construction schedule, like that of our other developers, was impacted by weather (severe rain) over the summer, as well as labour disruptions with certain trades. As a result, occupancy of the TCH buildings is now anticipated in early 2014.

Woonerf Construction

Work is ongoing to complete the balance of the Woonerf on the south side of Phase 1 this fall. Construction in this area is complicated by the need to maintain public access for the current residents to the lobby, as well as the ongoing construction of the Block 4 East building to the south.

Construction of the TCH public Woonerf (south end of the site) is nearing completion. This work is being completed while maintaining construction access to the parking garage on the north side of woonerf. TCH will complete the woonerf through their site as construction progresses as per Waterfront Toronto specifications.

Construction Liaison Committee (“CLC”)

The WDL CLC continues to meet on a 6-week schedule. The meeting gives the community an ongoing, regular opportunity to meet with Waterfront Toronto’s developer and construction partners, which allows Waterfront Toronto to resolve issues related to noise, dust, traffic, etc., in a coordinated fashion before they become items of significance. No issues of significance were raised at the last meeting. The next meeting is scheduled for November 5, 2013.

Pan/Parapan American Games Athletes’ Village

Construction continues on track and Dundee Kilmer continues to work towards site turn-over to TO 2015 in early 2015.

East Bayfront (“EBF”)

Servicing

As reported, the EA Addenda for stormwater servicing is now in place which allows the design of external servicing for Bayside to commence.

Waterfront Toronto and City staff are producing a delivery agreement for the funding and construction of the long term sanitary and stormwater servicing to Cherry Street that will service both the EBF and North Keating Precincts. The engineering and design consultant will be selected this month and design will commence in November. Construction is scheduled to commence in the Spring of 2014.

Bayside

Waterfront Toronto continues to work towards registration of the final Plan of Subdivision which is required to transfer lands to Hines.

Construction of the local municipal services have commenced on site.

Hines/Tridel have opened their on-site sales office for the first phase residential building in Bayside “Aqualina”.

Dockside

Waterfront Toronto issued a Request for Qualifications on October 21, 2013 seeking a developer for the Waterfront Innovation Centre (a physical hub of academics, innovators and entrepreneurs in fields as diverse as digital media, advanced visualization, healthcare and clean technology) on Blocks 1 and 2 in Dockside. The Innovation Centre will serve as the focal point of the larger Intelligent Community initiative and Waterfront Toronto is drafting a press release to highlight the Innovation Centre’s effective introduction to stakeholders in the real estate, development, planning, architecture, urban design and related fields. The release will also work to further define the workings and benefits of the Intelligent Community and the role it plays in Waterfront’s larger economic development approach. This is part of a larger communications strategy to profile the Intelligent Community and New Blue Edge concept and to ensure support, endorsement and profile from stakeholders.

A proponent's information meeting will be held November 4, 2013 and submissions are due to Waterfront Toronto on December 2, 2013. Once a short list of proponents is selected, a Request for Proposals will be issued to that list early in 2014.

Central Waterfront ("CWF")

Queens Quay Construction

Varcon (site service contractor) continues work associated with sanitary sewer installation between York and Rees Streets. In addition, Varcon continues sanitary sewer installations from Bay to York on the south side of the TTC ROW; manhole and catch basin installations along the south side of Queens Quay between York and Rees; and fire hydrants in various locations to advance works out of sequence. Site service work also progressed at York and Spadina intersections.

The electrical contractor, Stacey, continues with drilling work for caisson installation for TTC, traffic poles and light poles along the south side of the street between Rees and Spadina. Trenching for streetlight conduit next to Rees parking lot, and along the north side of Queens Quay, between York to Simcoe, and at the Spadina intersection is also underway. Finally, Stacey continues with work associated with TTC splicing chamber installations east of Lower Simcoe Street.

Landscaping work at the Westin Harbour Castle Hotel is complete. Installation of granite pavement east of Rees WaveDeck is approximately 75% completed. The landscape contractor also mobilized for demolition from Simcoe WaveDeck to Robertson Crescent; at the north side of Queens Quay at the Rees Street parking lot; and will begin landscape work at the northeast corner of the York/Queens Quay intersection.

Demolition of the Spadina TTC Corridor between Queens Quay and Lakeshore, including the inner loop is complete. Rebuild of the civil work associated with splicing chambers and hydro within the loop is underway. Loop construction and track installation will be phased in order to accommodate traffic and existing residents.

Toronto Hydro continues work to complete chambers and duct banks along the south side of Queens Quay, with a focus on completion of work at the Spadina intersection in order to facilitate the acceleration of the TTC Spadina Loop construction. The schedule for completing the work at the loop is dependent upon Hydro completing their work in this area. It is expected that Toronto Hydro will continue to work across Queens Quay throughout the fall in order to complete its full civil program along Queens Quay.

In order to complete the Queens Quay revitalization in sufficient time to showcase and fully utilize the new grand boulevard during the 2015 Pan/Parapan American Games, it has been necessary to accommodate the delayed commencement of hydro utility relocations by advancing underground services construction in parallel with work by Hydro forces. While this approach will reduce the overall duration of construction, it is far less efficient than the ideal situation whereby construction crews are able to sequence work to maximize their productivity and the final location of potential obstacles can be known in advance.

Waterfront Toronto has been working closely with the construction manager and consultant team, to minimize the additional investment required to complete the in-ground works coincident with hydro infrastructure by continually redeploying the civil and electrical sub-contractors' crews so as to maximize progress. Such active strategies are necessary to limit the ultimate cost of the project as a result of delays outside of our control.

The constraints posed by working around third-party operations and the redesign of underground services “on the go” as required to thread around and fit alongside utilities that continue to remain in their original location is causing the cost of the project to escalate.

As we approach the half-way mark of this first and most risk-prone construction phase, it appears likely that the modest (approximately 5%) contingency remaining in the currently approved budget will be insufficient to cover these extraordinary cost impacts. Management continues to identify and follow up on all cost containment opportunities and to review cost sharing allocations between ourselves and our third party partners to ensure that they remain appropriate. We are in the process of quantifying the impact on the overall project budget and will report the results to the Board in December.

Queens Quay Communications and Marketing

Waterfront Toronto continues to work closely with the Waterfront Business Improvement Area (“BIA”) in order to address any concerns or issues that arise and also presents regularly at the BIA’s monthly Area Planning Committee and Events Committee meetings.

On October 1, 2013 Waterfront Toronto issued a progress report to the media and our Queens Quay database which outlined work to date and provided an overview of upcoming construction activities. The progress report also reinforced that the overall revitalization of Queens Quay is on schedule for completion in time for the 2015 Pan/Parapan American Games.

On October 9, 2013 Waterfront Toronto issued a special communication in advance of major work on the reconstruction of the Spadina Loop. The notice outlined the impacts to transit, motorists, cyclists and pedestrians during this complex sequence of construction. When complete in February, the 510 Spadina streetcar line will resume service to Queens Quay.

Portland Slip Waters Edge

The signature light poles have been installed and the site will be handed over to the City when the RSC is complete later this year.

Queens Quay Martin Goodman Trail (“MGT”) Connection

Eastern’s contractor has completed the MGT and is scheduled to finish the custom buffer line painting in October. The City is installing the bike signal heads at Yonge, Lower Jarvis and Parliament and they are scheduled to be activated in the upcoming month. Bell Canada is scheduled to relocate a pole and overhead wire at Yonge next month.

Jarvis Dockwall Reinforcement

The Waterfront Secretariat is coordinating the internal City transfer and the license for Redpath.

Health and Safety

There have been a number of incidents since the previous report however none have resulted in injury or lost time.

On September 9, 2013 the deep services sub-contractor contacted and ruptured a gas main on Queens Quay between Bay and York. The gas line had not been correctly marked during utility locates. Work was suspended in the area for the day while repairs were completed by Enbridge Gas.

On September 13, September 19 and October 16, 2013, three separate water main breaks occurred during construction on Queens Quay. These were either due to pipe or valve failure as a result of aging infrastructure or due to incorrect utility locates. In each case Toronto Water was contacted to shut off the water service and repair the break.

On September 25, 2013 the landscaping sub-contractor struck a street light pole, guy wire on the south side of Queens Quay. The pole was secured and work resumed in the area.

Also on September 25, 2013 a sanitary sewer line failed while the electrical sub-contractor was installing a TTC splicing chamber adjacent to the line. Bypass and repair measures were implemented and work resumed in the area.

City Wide Development Charges

On October 10, 2013 Toronto City Council approved the City Wide Development Charge (“CWDC”) Background study and the new CWDC By-Law that will take effect in early 2014. The following table shows the existing and approved new rates adopted by the City.

Development Type	Current Rates	Proposed Rates Sept 2013	% Change over Current Rates
<u>Residential (\$ per unit)</u>			
Singles & Semis	19,412	34,482	78%
Multiples	15,695		
Multiples 2+ Bedrooms		29,041	n/a
Multiples 1 Bed. and Bach.		20,744	n/a
Apts 2+ Bedrooms	12,412	21,203	71%
Apts 1 Bed and Bach.	8,356	14,749	77%
Dwelling Room	5,212	9,219	77%
<u>Non-residential (\$ per sq. m.)</u>			
Industrial/Non-ground Floor*	0.00	175.78	n/a
Ground Floor	141.16	175.78	25%

The approved CWDC background study includes approximately \$1.575 Billion in funding for a variety of Waterfront related projects including \$1.14 Billion for a portion of Waterfront 2.0 projects as summarized in the following table.

Project Description	Total Estimated Project Cost (\$millions)	City Wide DC Revenues (\$millions)	Unfunded Amount (\$millions)
East Bayfront Public Transit			
Queens Quay Bay to Parliament	\$145	\$100	\$45
LRT Loop, Tunnel and Portal	\$350	\$280	\$70
Total East Bayfront LRT	\$495	\$380	\$115
Port Lands Acceleration Initiative			
Phase 1	\$167	\$132	\$35
Phase 2	\$365	\$267	\$98
Phase 3	\$204	\$172	\$32
Total Flood Protection and Related Infrastructure	\$736	\$571	\$165
Land Servicing Projects	\$56	\$56	\$0
Public Realm Projects	\$158	\$132	\$26
Total Waterfront 2.0 Projects	\$1,445	\$1,139	\$306

It should be noted that the City is also considering the application of an Area Specific Development Charge for a portion of the Phase 2 Flood protection that is not included in the CWDC charge.

The foregoing approved Development Charge revenues will now be factored into the development of the Waterfront 2.0 funding and financing plans.

Lower Don Lands (“LDL”/Port Lands)

DMNP & LDL EAs

The DMNP EA has undergone final review and the draft submission to the MOE and to other stakeholders is anticipated to occur in November 2013. The final submission to the MOE is anticipated in January 2014. The entire review period (as specified by provincial regulation) is approximately 30 weeks, 11 weeks for initial review and comment followed by 19 weeks for comment response, resubmission and approval.

The draft LDL Infrastructure Master Plan EA was circulated to the Project Team for review and comment in mid-October. Finalization of the amendment and resubmission to the MOE is forecast in Q1 2014.

Port Lands Planning Framework

The kick-off meeting for the Port Lands and South of Eastern Transportation and Servicing Master Plan was held on October 9, 2013 with Dillon Consulting who was awarded the contract for this work by the City. The EA will continue through spring 2014 at which time it will be presented to City Council for approval prior to submission to the MOE.

Film Studio Precinct Plan

Du Toit Allsopp Hillier with R.E. Millward and Associates has been selected to complete the Film Studio Precinct Plan. Costs associated with this work are being funded entirely by the private landowners in the Film Studio Precinct. The project kick-off meeting was held on October 24, 2013.

Cousins Quay Precinct Plan

The evaluation meeting for the Precinct Planning consultant was held on September 23, 2013 and the preferred proponent determined. Contract award is dependent upon the execution of the Contribution Agreement between the City and Waterfront Toronto which is anticipated in early November.

Lake Ontario Park and Tommy Thompson Park

City Council directed the Deputy City Manager responsible for the Waterfront Initiative and the General Manager of Parks, Forestry and Recreation in consultation with Waterfront Toronto, the Chief Planner and Executive Director, City Planning, and the TRCA to initiate the development of recreational and ecological opportunities in parks, including Lake Ontario Park and Tommy Thompson Park. As per the directive, a kick-off meeting was held on October 2, 2013 with the Project Team (Waterfront Toronto/City/TRCA). The RFP for design and cost consulting required in order to initiate the development of recreational and ecological opportunities in Lake Ontario Park and Tommy Thompson Park, is being prepared and will be issued in November.

Communications and Consultation

The Port Lands Acceleration Initiative website has been updated and is currently LIVE at <http://www.portlandsconsultation.ca/>

Environment and Innovation

Sustainable Community Research Collaboration

Waterfront Toronto continues to work with the University of Ontario, Institute of Technology (“UOIT”) and the University of Toronto (“U of T”), to establish a collaborative research project to collect real time data for analysis to support sustainability performance.

The first phase of the project is focused on energy data collected from existing residents and commercial buildings, driven through the Waterfront Toronto Data Portal for analytics. This component of the project has been submitted to Ontario Power Authority (“OPA”) for funding. Waterfront Toronto has had a preliminary review with OPA, who is interested in funding the initiative. Waterfront Toronto will work with OPA to streamline the proposal submission to meet OPA objectives specifically. This will be done by December with an expected funding decision in March 2014.

High Rise Wood Demonstration Project

Waterfront Toronto has supported a proposal, led by Quadrangle Architects Limited, responding to an RFP for funding from Natural Resources Canada (“NRCAN”) and the Canadian Wood Council, to design and build a high-rise (10-storey) wood building demonstration project. There is no financial implication in supporting this and funding will be directed to Quadrangle. The intent is to highlight market interest in green building technologies such as this. The funding is for the design but not construction of the building.

The proposal does not commit Waterfront Toronto to build the building but rather can make the design available through the Waterfront Toronto RFP development process at a future time.

Bayside Development Brownfield Federation of Canadian Municipalities (“FCM”) Funding Application

Waterfront Toronto has applied for grant funding through the FCM “Green Municipal Fund” to support the construction and monitoring of a hydraulic barrier wall on the Bayside Phase 1 lands. The application is hoping to recover up to \$175,000 towards this construction project as part of a demonstration field test for techniques used in an approach to risk management. The application was submitted October 1, 2013 and is currently being reviewed by FCM.

Waterfront Toronto’s sustainability efforts have resulted in several awards over the past few months. Both corporate-wide sustainability reporting, as well as specific projects with a sustainability focus, have been recognized, including:

- Waterfront Toronto’s overall sustainability plan and efforts to publish its first Corporate Social Responsibility and Sustainability Report (“CSRSR”) resulted in Waterfront Toronto receiving the BLOOM Centre for Sustainability’s “Leadership in Sustainability Award” at their Gala on October 1, 2013;
- The CSRSR itself was honoured as one of the “Top 15 Projects for 2014” by the Clean50 at their summit on September 26, 2013. The Clean50 is a gathering of contributors focused on clean capitalism. Based in Toronto, the Clean50 Summit convenes annually to honour 50 individuals and 15 projects across Canada that contribute to clean capitalism;
- The Sherbourne Common pavilion was announced as the winner of the “Innovation in LEED Awards: New Construction Core & Shell” category at Canada Green Building Council’s Legacy Gala on October 22, 2013; and
- Waterfront Toronto’s efforts in remediating brownfield lands into vibrant waterfront communities in the West Don Lands resulted in the Corporation receiving Lambda Alpha International’s “International Skyline Award” on October 22, 2013.

Intelligent Communities

Our continued involvement with the Intelligent Community movement is a key aspect of our marketing strategy to support the development of our Innovation District and thereby meet the objectives outlined in the East Bayfront employment strategy, supporting job growth in innovative industries such as the information and communication technology sector.

As part of this strategy, the 2014 submission to the Intelligent Community Award Cycle was submitted on September 23, 2013 (at minor cost and effort). On October 21, 2013 Toronto was announced as one of the Smart21 of 2014. This year the Smart21 is comprised of six communities from Canada, four from both Australia and the United States, three from Taiwan and one each from Kenya, Greece, Brazil and New Zealand.

This year’s submission was enhanced based on the feedback provided relative to the 2013 application and process, including a formal “Report Card” that provided context and comparison of the Toronto bid with the other Top 7 Communities. Overall, in 2013, Toronto’s submission was scored among the top submissions in the core ICF criteria (broadband, knowledge workforce, digital inclusion, innovation and marketing and advocacy). However, the special theme for last year (Innovation and Employment) was an area of difficulty compared with the other communities, particularly in contrast to the significant job creation results in the Taiwanese communities (e.g. Taoyuan County created over 900,000 jobs over the past 3 years).

This year's theme is the "Community as Canvas" and has a specific focus on the unique cultural characteristics of the community in addition to the traditional five indicators that are evaluated (broadband, knowledge workforce, innovation, digital inclusion and marketing and advocacy). Toronto's vibrant multicultural characteristics and successful creative industry cluster were highlights for the submission. The next stage in the process is the submission of the Top 7 Questionnaire which will then be evaluated for consideration for the shortlist which will be announced on January 23, 2014.

Additional Intelligent Community outreach occurred in September and October, as Waterfront Toronto participated in the Meeting of the Minds, Business and Bandwidth and City Age: The Innovation City conferences. An Intelligent Community-focused Summit is being planned for late January pending the availability of key government representatives.

Waterfront Toronto, Beanfield Metroconnect, Element Blue and IBM launched the intelligent community portal/platform on September 18, 2014 with a media event at Corus Quay. The infrastructure is now available to share with companies interested in developing and hosting smart applications that enhance the waterfront neighbourhoods. In addition, the solution is also available to serve as a sandbox environment for other communities that are exploring smart city solutions.

Communications and Marketing

Lower Yonge Precinct

On October 10, 2013, Waterfront Toronto and the City of Toronto held a second public meeting to present both the draft urban design guidelines and the preferred transportation network alternatives for the Lower Yonge Precinct. More than 150 members of the public attended the meeting at Metro Hall.

Media

Waterfront Toronto was prominently featured in "Curb", a publication of The City-Region Studies Centre of the University of Alberta. This issue was focused on "placemaking" and included a two page article "City-building: Bringing Toronto's Waterfront To Life", in addition to the Simcoe WaveDeck being used for the cover image. An interview with Jennifer Keesmat, Chief Planner, City of Toronto, was also included in this issue. *Curb* reaches municipal offices, planning departments, architectural and design firms, and people interested in community development across Canada.

Waterfront Toronto and WDL was one of four communities featured on CBC Metro Morning's new Four Corners series. On-air interviews included John Campbell, Meg Davis, Michael Van Valkenburgh, Cindy Wilkey, and a new resident of River City.

Other Media

Waterfront Toronto contributed to a news release about the use of solar and wind powered streetlights at the Bayside Sales Centre and promoted the pilot initiative through a Featured Post and our newsletter. A number of articles appeared in trade publications discussing Waterfront Toronto's partnership with IBM and Element Blue to deliver a unique community portal service using IBM's cloud-based Intelligent Operations Center platform.

The Waterfront Toronto Employment Initiative was featured in the Waterfront BIA's newsletter, *The Ripple*.

Social Media

We continue to see steady growth in our follower base on Facebook and Twitter.

Facebook - Likes on the Waterfront Toronto fan page have increased to 1911, up 40% from 1366 at the beginning of January. Our most popular posts were about improved water quality in Toronto's inner harbour, Lower Yonge Precinct planning, and the Future of the Gardiner Expressway East. Those three top posts alone reached more than 14,000 fans.

Twitter - Our number of followers has increased to 5,994, up 54% from 3902 at the beginning of January. Our posts continue to be re-tweeted by influencers, helping to grow our follower base and cultivate new relationships.

Billy Bishop Toronto City Airport

Background

City staff was asked by Council at its May 7, 2013 meeting to undertake a review of a request from Porter Airlines to amend the 1983 Tripartite Agreement between the City of Toronto, the Government of Canada, and the Toronto Port Authority ("TPA") to permit the landing of commercial jets at Billy Bishop Toronto City Airport ("BBTCA"). Staff is looking at potential benefits, concerns and opportunities associated with jet operations at BBTCA and expect to report to Council in December.

A series of technical studies have been undertaken by the City to examine topics related to:

- Aviation (noise, safety and infrastructure);
- Economic Impacts;
- Land Use and Community Impacts;
- Marine Navigation, Coastal and Habitat Assessments;
- Public Health Impacts; and
- Transportation Impacts.

A focus of the work, particularly under the Land Use and Community Impacts study, is to evaluate how the increased use of the island airport impacts the continued revitalization and use of public spaces on the waterfront.

Waterfront Toronto

Waterfront Toronto was approached early by the City regarding questions/concerns we might have with regard to the expansion of the airport and the use of jets. At the time we provided the City with a list of questions we wanted to see addressed as part of the City's technical review in order to allow Waterfront Toronto to assess the impact on waterfront revitalization of expanded operations at BBTCA. The list focused on issues of scale, volume, development impact, transportation and public realm:

Development

- Developer perspective and concerns (beyond the noise issue) with regard to height restrictions; market soundings with development community to gauge market perspective required.
- Jet flight path and glide requirements; if they are higher and lower than existing requirements and likely impact in terms of built form restrictions including heights. Impact on Lower Don Lands development and future development potential of the Port Lands.

- Safety and security impacts of jets. Introduction of new hazards previously non-existing such as bird collisions.
- Relatedly, impact on insurance rates for nearby buildings and any new and/or additional security/emergency escape route requirements for the area.

Transportation

- Impact on Queens Quay.
- Changes required to the road network to accommodate the increased number of people coming to the terminal.
- Impact of increased service vehicle traffic (deliveries including food, fuel etc.).
- Requirements for increased transit service – in the absence of more TTC buses or streetcars brought to the terminal, the impact of increased automobile trips needs to be known.
- Impact at the Bathurst and Lakeshore intersection and effect on Gardiner traffic.
- Requirements for associated structures for cars on Bathurst Quay.
- Assessment of modal split of the customer base and possible public transit enhancements to reduce traffic.

Recreation

- Impacts on Little Norway Park and Ontario Place.
- Impact of runway extension on recreational boating in the Inner Harbour, wildlife in the Spit and on the Island..
- Impact on attractiveness of our waterfront public realm as a draw – assess precedent cases of other cities and impact on tourism draw and attractiveness of areas adjacent to airports. Sensory impact on enjoyment of waterfront promenades, for visitors and retail operators. Do the tri-partite Agreement or the City’s official plan provide enough “tests” to assess this type of impact?
- Impacts to air quality based on emissions information.
- Increase in total approved take-off and landing movements or are jet flights conducted within the current movement envelope?
- Overall noise load on the area as opposed to the noise per aircraft (i.e., overall flight frequency, frequency by time of day, mix WRT jets vs Q400).
- Impact of “run up” noise and duration as well as “reverse thrust” noise and time?

Legal

- From a legal perspective, impact of a decision to allow jets to land at BBTCA on requests from other airlines to also have jets at Billy Bishop.
- Assess any de facto larger or secondary expansion that flows from Porter’s current request.

To date, our revitalization efforts have been able to co-exist with the current airport operations. Those efforts are based on creating a careful balance between residences, employment, tourism, parks and recreation – both land side and water side. We have tried to ensure in our master planning and development efforts that no one element or “presence” dominates so that the overall effort achieves a balance between neighbourhoods and public spaces.

As we look at the deliverables under Waterfront Toronto 2.0, a key question becomes whether the impact of airport expansion will overwhelm this balance. Over the next ten years, Waterfront Toronto’s focus will be the building of new waterfront neighbourhoods:

- Approximately 14,000 residential units or approximately 27,500 residents.
- 2 community centres in WDL and EBF.

- 3 Schools – two in WDL, one in North Keating serving both EBF and North Keating neighbourhoods.
- Employment - approximately 7,500 people will work in waterfront neighbourhoods.
- Retail uses – over 312,000 square feet of retail space.
- Queens Quay revitalized to serve as both a tourism draw as well as a functioning two-lane road.
- North South connections - using public art and improved streetscaping along Spadina, Rees, York, Bay and Yonge to improve and facilitate pedestrian connections to the waterfront.
- The creation of two destination and regional parks - Promontory Park (included in Phase 1 of flood protection enabling infrastructure), wrapping the west end of Cousins Quay to capture the vista over the harbour towards Toronto's downtown, the Toronto Islands and Harbour and phase 1 of Lake Ontario Park in the Port Lands.
- Ontario Place Park - 7.2 acre new urban park and waterfront Trail at Ontario Place that provides public access to an underutilized portion of the site that has been closed to the public for more than 40 years.

Waterfront Toronto will need to assess the quantifiable and, equally important, the non-quantifiable impact of expanded airport service on these new neighbourhoods, parks and tourism destinations. What will the sensory and experiential environment be on the waterfront for residents and visitors alike and at what point does the scale of an expanded commercial airport become a dominate presence on the waterfront?

As steward of waterfront revitalization, Waterfront Toronto will be asked for its position on airport expansion. Waterfront Toronto's focus will be on those issues that impact the Corporation's mandate in the Designated Waterfront Area. The City's findings will be key to formulating that position.